CLEAN COPY OF CLAIMS 1, 11, 14, 16 and 23 (modified since First Office Action Resp ns dated March 21, 2002

1. A collision avoidance system, comprising:

a) at least one trigger sensor associated with a roadway, each said trigger sensor capable of sensing at least one parameter associated with one or more vehicles;

b) at least one vehicle restrictor associated with said roadway, each said restrictor comprising an elongate member disposed generally transverse to said roadway, each said restrictor capable of being actuated to raise or lower relative to said roadway surface to impede passage thereover of said vehicles; and

c) a controller programmed to determine the likelihood of a collision involving any of said vehicles based on said vehicle parameters received from said trigger sensors, programmed to determine which of a selected one or more of said vehicles should be slowed or stopped to avoid said collision based on said vehicle parameters and based on local traffic laws, and programmed to determine at least one selected vehicle restrictor that is being approached by said selected vehicle, wherein said at least one selected vehicle restrictor is actuated by communication from said controller to provide alarm notification to motorist and impede the passage of said selected vehicle to avoid said collision.

Claims 2-10 are unchanged since First Office Action Response dated March 21, 2002

11. The collision avoidance system of claim 1, further comprising:

a) at least one pedestrian trigger sensor associated with said roadway, each said p d strian trigg r sensor capable of s nsing at least one param ter of on or more pedestrians;

b) at l ast on alarm associated with said roadway, comprising vehicle restrictor operation, to alert operators of said vehicl s of an approaching ped strian to avoid collision; and

c) said controller programmed to determine the likelihood of a collision between said pedestrian and any of said vehicles, and to select and activate said alarm and to select and activate said selected vehicle restrictor immediately in the path of said selected vehicle.

Claims 12-13 are unchanged since First Office Action Response dated March 21, 2002

14. The collision avoidance system of claim 1, further comprising:

a) at least one train trigger sensor associated with said roadway, each said train trigger sensor capable of sensing at least one parameter of one or more trains;

b) at least one alarm associated with said roadway, comprising vehicle restrictor operation, to alert operators of said vehicles of an approaching train to avoid collision; and

c) said controller programmed to determine the likelihood of a collision between said train and any of said vehicles, and to select and activate said alarm and to select and activate said selected vehicle restrictor immediately in the path of said selected vehicle.

Claim 15 is unchanged since First Office Action Response dated March 21, 2002

16. A method for collision avoidance, comprising:

a) sensing parameters of at least one vehicle;

b) d termining th lik lihood of a collision involving any of said vehicles based on said vehicl paramet rs;

c) determining which of a selected one or more of said vehicles should be slowed or stopped to avoid said collision based on said vehicle parameters and local traffic laws;

d) determining at least one selected vehicle restrictor in a roadway, that is being approached by said selected vehicle based on said vehicle parameters and said vehicle restrictor locations; and

e) actuating said selected vehicle restrictor to provide alarm notification to motorist and control the parameters of said selected vehicle to avoid said collision.

Claims 17-22 are unchanged since First Office Action Response dated March 21, 2002

23. A collision avoidance system, comprising:

a) a traffic control means associated with a roadway and used to coordinate the movement of vehicles, or pedestrians or trains, whereby the status of said traffic control means represents the traffic laws and safety intent of the traffic environment;

b) at least one vehicle restrictor associated with said roadway, each said restrictor comprising an elongate member disposed generally transverse to said roadway, each said restrictor capable of being actuated to raise or lower relative to said roadway surface to impede passage thereover of vehicles; and

c) a controller responsive to the status of said traffic control means, wherein said at least one selected vehicle restrictor is actuated by communication from said controller to provide alarm notification to motorist and impede the passage of said vehicles.

PTO/SB/44 (02-01)
Approved for use through 01/31/2004. OMB 0651-0033
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

(Also Form PTO-1050)

# UNITED STATES PATENT AND TRADEMARK OFFICE
# CERTIFICATE OF CORRECTION

PATENT NO : 6,223,125 B1
DATED : April 24, 2001
INVENTOR(S) : Brett O. Hall

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Column 24, line 38, claim 7: The word "Boss" appears but is not part of the original submitted documents. Please remove "Boss".

Column 6, line 25: The word "Avoidance" is misspelled.

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